

REMARKS

This Amendment cancels claim 9 and amends claim 1 in accordance with the original disclosure. Support for the claim amendments is found, for example, in Fig. 1 of the drawings; paragraphs 0014 and 0015 of the specification; and in canceled claim 9. Claims 1-8 and 10-15 remain in this application.

Claims 1-11 and 14 stand rejected under 35 U.S.C. § 103(a) for obviousness over the teachings of U.S. Patent No. 6,222,447 to Schofield et al. in view of U.S. Patent No. 5,793,308 to Rosinski et al. Claims 12 and 13 stand rejected for obviousness over Schofield and Rosinski in view of U.S. Patent No. 5,542,490 to Kemshall et al. Claim 15 stands rejected for obviousness over the teachings of Schofield and Rosinski in view of U.S. Patent No. 5,938,710 to Lanza et al.

In view of the above amendments and the following remarks, reconsideration of these rejections is respectfully requested.

Claim 1, as amended, is directed to an industrial truck comprising a driver's seat oriented in a forward direction, at least one screen located in the vicinity of the driver's seat, and a counterweight located on the rear of the truck. A first camera is mounted on the rear of the vehicle to the rear of the driver's seat and above the counterweight at a first height and points toward the rear of the industrial truck. At least one additional camera is mounted on the rear of the vehicle to the rear of the driver's seat and on an upper segment of the driver's cab at a height greater than the first height. The at least one additional camera is also directed toward the rear of the industrial truck. The first camera provides a view of a distant area and the at least one additional camera provides a view of a near area behind the industrial truck. The image taken with the first camera and/or the image taken with the at least one additional camera can be displayed on the screen.

Schofield is directed to a vehicle camera vision system 12 which, as shown in Figs. 1 and 2 and described in the specification at column 2, lines 48-50; column 3, lines 59-62; and column 4, lines 30-38, has at least two side image capture devices 14 positioned on opposite sides of the vehicle and a center image capture device 16 positioned on the lateral centerline of the vehicle. In order to obtain all of the necessary information not only behind but also along side the vehicle, the side image capture devices 14 are positioned forward of the driver (column 2, lines 31-37). Moreover, the image capture devices 14 and 16 are also preferably mounted at the same height (column 7, lines 19-22).

Rosinski teaches a vehicle position monitoring system having an integral mirror video display. That is, the video display for the system is located on the side-view mirrors of a vehicle. Rosinski specifically teaches away from the structure set forth in claim 1 of a screen located in a vicinity of the driver's seat. Rather, Rosinski teaches that the Rosinski system allows a vehicle operator to utilize the normal field of view of a side mirror and still view objects to the rear of the vehicle by placing the video display on the vehicle mirrors (Rosinski at column 3, lines 10-52 and column 5, lines 24-35).

Thus, neither Schofield nor Rosinski, either alone or in combination, fairly teaches or suggests the claimed industrial truck having a first camera mounted to the rear of the driver's seat above the counterweight at a first height and at least one additional camera mounted to the rear of the driver's seat on an upper segment of the driver's cab at a height greater than the first height. In Schofield, the side image capture devices 14 are positioned forward of the driver (column 2, lines 31-37) and at the same height as the center image capture device 16 (column 7, lines 19-22). Rosinski teaches away from an industrial truck having a screen located in the vicinity of the driver's seat. Rosinski emphasizes that the Rosinski invention incorporates a video display on the side-view mirrors of the vehicle to allow the vehicle operator to utilize the normal field of vision (column 3, lines 10-52 and column 5, lines 24-35).

Therefore, claim 1 is not rendered obvious by the Schofield and Rosinski combination. Reconsideration of the rejection of claim 1 is respectfully requested.

Claims 12 and 13 stand rejected for obviousness over Schofield and Rosinski in view of Kemshall. Schofield and Rosinski have been discussed above.

Kemshall is directed to a forklift truck having an Opto-Sensor Steering System to detect the movement of a steering wheel and provide an electrical motor control signal based thereon. Thus, the optical system in Kemshall is simply to detect a steering demand to increase the flow of hydraulic fluid in response to the steering command. Kemshall does not overcome the shortcomings of Schofield and Rosinski as discussed above.

Claim 15 stands rejected over the teachings of Schofield and Rosinski in view of Lanza. Schofield and Rosinski have been discussed above.

Lanza teaches a counterbalanced forklift truck having a forward-facing camera 1 and a rearward-facing camera 3. Infrared sensors 6a-6d are mounted on the truck to detect personnel who may walk in front of the truck. When a person is detected by one of the

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infrared sensors 6a-6d, a signal is sent to the control system 4 to stop the forklift truck (column 6, lines 18-23).

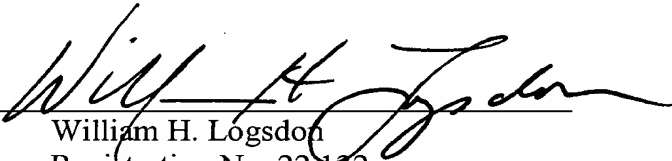
None of the cited references, either alone or in combination, fairly teaches or suggests the invention set forth in amended claim 1. Therefore, since claims 2-8 and 10-15 depend either directly or indirectly from, and add further limitations to, claim 1, these claims are also believed to be in condition for allowance.

Conclusion

In view of the above amendments and remarks, reconsideration of the rejections and allowance of all of claims 1-8 and 10-15 are respectfully requested.

Respectfully submitted,

THE WEBB LAW FIRM

By 

William H. Logsdon
Registration No. 22,132
Attorney for Applicants
700 Koppers Building
436 Seventh Avenue
Pittsburgh, PA 15219-1818
Telephone: (412) 471-8815
Facsimile: (412) 471-4094
E-mail: webblaw@webblaw.com